

CLASSIFICATION

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY

East Germany

DATE DISTR. 7 September 1955

SUBJECT

Object 101 of SDAG Wismut

NO. OF PAGES 2

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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General.

1. The redesignation of Wismut AG into SDAG Wismut did not entail any personnel changes. The leading German personnel continued to be subordinate to the Soviets. Even in personnel questions, German agencies (unions, Party offices, or leading German personnel) had only advisory functions. After early April 1955, new work norms were put into force in most plants of Object 101. ~~These new norms~~ were fixed 40 percent higher than the old norms and resulted in ~~losses~~ 20 to 30 percent below the previous average. A number of workers ~~were dismissed~~ for ~~economic reasons~~. The dismissed persons were partly ~~transferred~~ under new ~~conditions~~ in lower wage brackets.

Ore Supply.

2. Four tipping plants for railroad cars were available. Two of them were located within the Object area, the other two belonged to Plant A. Two other tipping plants belonging to Plant C were located outside the enterprise between the Zwickau - Glauchau railroad line and the Zwickau - Glauchau highway. Since the present tipping plants were of inadequate capacity, two more tipping plants were to be built. The incoming ore was unloaded in three shifts. For both tipping plants of Plant C, a norm of 84 cars per shift had been fixed. On the average, this norm was fulfilled 120 percent - 100 cars per shift. A lower norm was fixed for the two tipping plants of Plant A and much less ore was unloaded by them. During the last three weeks of the period under observation, only cars loaded with ore labelled "Shuttle Train Teichwolframsdorf - Crossen", "Shuttle-Train Teichwolframsdorf - Zwickau" and "Shuttle Train Aue - Crossen" were observed.

Outgoing Rail Ore Shipments.

3. A daily average of 8 ~~cars~~ loaded with sheet metal boxes at the side track leading to ~~the~~ building. These sheet metal boxes were filled with ~~these~~ ~~grade~~ ore lumps. The boxes were returned to the loading point for repair and re-use. They measured 65 x 40 x 40 cm. The lids were provided with two simple locks which were sealed after the filling of the boxes. The content of the boxes was, however, usually visible since most of the lids were bent and battered.

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Incoming Truck Ore Shipments from Crossen.

4. Eight trucks were available for shipments, six of which were in operation. The trucks were loaded every day. They were loaded with wooden boxes of concentrates. Onboard boxes filled with concentrate. Soviet drivers were employed. During the last three weeks of the year, under observation, the truck connection to Schneeberg - Niederschlag was not returned to the Object, and a four-man gang was producing new boxes. Judging by the decline after November 1954.

Chemicals Used at the Object.

5. The four acid vats of the enterprise were refilled daily from three tank cars. Sodium carbonate and sodium hydroxide were used at the Object. Unidentified chemicals were delivered in drums.

Enlargement of the Object.

6. The Object was equipped with six steam-heated boilers called "Pochuka" which were charged with ore sludge and heated to a temperature of 60 degrees centigrade. Another four boilers, 12 meters high and 8 meters in diameter, were under construction.

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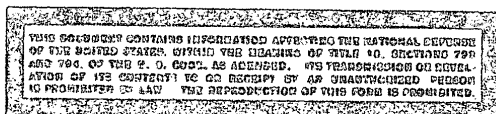
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General.

1. The redesignation of Wismut AG into SDAG Wismut did not entail any personnel changes. The leading German personnel continued to be subordinate to the Soviets. Even in personnel questions, German agencies (unions, Party offices, or leading German personnel) had only advisory functions. After early April 1955, new work norms were put into force in most plants of Object 101. These new norms were fixed 40 percent higher than the old norms and resulted in wages 20 to 30 percent below the previous average. A number of workers were dismissed for economy reasons. The dismissed persons were partly re-employed under new contracts in lower wage brackets.

Ore Supply.

2. Four tipping plants for railroad cars were available. Two of them were located within the Object area, the other two belonged to Plant A. Two other tipping plants belonging to Plant C were located outside the enterprise between the Zwickau - Glauchau railroad line and the Zwickau - Glauchau highway. Since the present tipping plants were of inadequate capacity, two more tipping plants were to be built. The incoming ore was unloaded in three shifts. For both tipping plants of Plant C a norm of 84 cars per shift had been fixed. On the average, this norm was fulfilled 120 percent - 100 cars per shift. A lower norm was fixed for the two tipping plants of Plant A and much less ore was unloaded by them. During the last three weeks of the period under observation, only cars loaded with ore labelled "Shuttle Train Teichwolframsdorf - Crossen", "Shuttle Train Teichwolframsdorf - Zwickau" and "Shuttle Train Aue - Crossen" were observed.

Outgoing Rail Ore Shipments.

3. A daily average of 8 boxcars were loaded with sheet metal boxes at the side track leading to the concentrates building. These sheet metal boxes were filled with selected high-grade ore lumps. The boxes were returned to the loading point for repair and re-use. They measured 65 x 40 x 40 cm. The lids were provided with two simple locks which were sealed after the filling of the boxes. The content of the boxes was, however, usually visible since most of the lids were bent and battered.

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Incoming Truck Ore Shipments from Crossen.

4. Eight trucks were available for concentrates shipments, six of which were in operation. The trucks were operated every other day. They were loaded with wooden boxes or crates accommodating two cardboard boxes filled with concentrate. Only Soviet drivers were employed. During the last three weeks of the period under observation, the truck connection to Schneeberg - Niederschlema was resumed. The boxes were not returned to the Object, and a four-man gang was permanently employed producing new boxes. Judging by the number of truck shipments, the output of concentrates has been on the decline after November 1954.

Chemicals Used at the Object.

5. The four acid vats of the enterprise were refilled daily from three tank cars. Sodium carbonate and sodium hydroxide were used at the Object. Unidentified chemicals were delivered in drums.

Enlargement of the Object.

6. The Object was equipped with six steam-heated boilers called "Pochuka" which were charged with ore sludge and heated to a temperature of 60 degrees centigrade. Another four boilers, 12 meters high and 8 meters in diameter, were under construction.

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